

The Hongkong Telegraph.

No. 3266

FRIDAY, OCTOBER 7, 1892.

SIX DOLLARS
PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Subscribed Capital 500,000

HEAD OFFICE—HONGKONG.

Court of Directors:—
D. Gillies, Esq., Chairman
Chan Kit Shan, Esq.
C. J. Hirst, Esq.
Chow Tung Shing, Esq.
W. Watson, Esq.
Kwan Hoi Chuen, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN LONDON:—

THOMAS CARMICHAEL, Esq.—Messrs. Dent,
Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery &
Co.
C. B. STUART-WORTLEY, O.C., M.P.
GEO. MUNRO, Manager.

BANKERS:—

Paris Banking Co., and The Alliance Bank (Ld.)
The Commercial Bank of Scotland.
Yokohama—D. FRASER, Manager.
Shanghai—J. GALLOWAY, Manager.
Amoy—J. ANDERSON, Manager.

CURRENT ACCOUNTS opened. Money
received on Deposit. Drafts issued. Bills
purchased and collected. Advances made on
Securities or goods in neutral Godowns. Usual
Bank Agency business undertaken.
Interest for 12 months Fixed, 5 per Cent.
6 " " " 4 " "
3 " " " 3 " "

CURRENT ACCOUNTS 3 " "

For Rates of Interest for other periods apply
to the Manager.
Hongkong, 18th May, 1892. [18]

NEW ORIENTAL BANK CORPORATION, LIMITED.

(In Liquidation.)

NOTICE TO CREDITORS.

CLAIMS on the HONGKONG BRANCH
must be sent in the Underigned.
Forms may be had on application.
E. W. RUTTER,
Attorney for the Liquidator.
Hongkong, 24th August, 1892. [845]

Insurances.

THREE IMPORTANT FACTS ABOUT THE STANDARD LIFE OFFICE.

- 1.—HALF A MILLION STERLING per
annum is being paid in Death claims
- 2.—THE FUNDS IN HAND amount to up-
wards of Seven Million pounds Sterling
and have increased 50 per cent. in the
last 15 years.
- 3.—THE LIVES who die are annually replaced
by more than double the number of new
carefully selected lives.

DODWELL, CARLILL & Co.,
Agents, Hongkong.
[670-3]

THE SINGAPORE INSURANCE COMPANY, LIMITED.

APPLICATIONS for the post of SECRETARY,
which will be VACANT towards the end
of the year, are invited. A thorough practical
knowledge of FIRE and MARINE Business is
necessary.
Singapore, 14th July, 1892. [773]

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Underigned are prepared to accept
FIRE and MARINE INSURANCES on
favourable terms.
Current rates, and a guaranteed Bonus equal
to that paid by the local Offices.
GEO. R. STEVENS & Co.,
Agents,
No. 2, Queen's Road, Hongkong.
Hongkong, 2nd April, 1892. [189]

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.
WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 1st February, 1892. [149]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL, TAELS 500,000, } \$25,000,000
EQUAL TO } \$25,000,000
RESERVE FUND.....\$25,000,000

BOARD OF DIRECTORS.
LEE SING, Esq., LO YUEN MOON, Esq.
LOU TAO SEU, Esq.

MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES on all parts of the
world.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 17th December, 1892. [189]

Masonic.

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above
LODGE will be held in the Freemasons
Hall, Zedden Street, on WEDNESDAY, the
12th inst., at 8.30 for 9 p.m. promptly. Visiting
Brothers are cordially invited.

Hongkong, 2nd October, 1892. [64]

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the NINE-
TEENTH ORDINARY YEARLY
MEETING of the SHAREHOLDERS of the
SOCIETY will be held at its Head Office, Hong-
kong, on MONDAY, the 10th October next, at
Noon, for the purpose of receiving the Report
of the Directors together with Statements of
Accounts for the year 1891, and for the Half-
year ending the 30th June, 1892.
The TRANSFER BOOKS of the Society will
be CLOSED from the 1st to the 10th October,
both days inclusive.
By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, 26th September, 1892. [958]

NOTICE TO MARINERS, No. 266.

CHINA SEA.
CHEFOO DISTRICT.
NORTH-EAST SHANTUNG PROMON-
TORY LIGHTHOUSE.

REFERRING IN NOTICE TO MARINERS,
No. 254, dated the 12th April, 1892:
Notice is hereby given that on the 25th instant,
the Light at this Station was altered from a
fixed into an Osculating Light, showing thirteen
seconds of light followed by two seconds of
eclipse every quarter of a minute.
By Order of the Inspector General of Customs,
A. M. BISBEE,
Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 27th September, 1892. [945]

TAKLEMA COLLIERIES COMPANY, MOJI.

THIS Company having appointed the
Underigned AGENTS for their Coal,
(TAKLEMA AKAIKI) in Hongkong, they are
prepared to supply Coal ex-Ship, ex-Godown, or
trimmed in Bunkers, at prices to be had on
application.
Copies of Reports and Analysis to be seen in
the Office of the Underigned.
AKAIKI COAL ex S.S. "SIKH" may be
expected here on the 3rd proximo.
CHEE ON & Co.,
Sole Agents,
Nos. 21 & 23, Lee Yuen Street, East.
Hongkong, 26th September, 1892. [933]

SAI-PANG COALS.

THE Underigned begs to inform the Public
that he has appointed HOP-WO-LOONG
as Agents in Hongkong for the Sale of the
SAI-PANG COALS of the Hondo Coal Mines,
Japan.

KONOMI TAKASUKE,
Owner of the Hondo Coal Mines.

WE the Underigned are ready to supply
COALS of the above Mines, weight and
quality guaranteed, in any quantity with
the quickest dispatch.
HOP-WO-LOONG,
Agents for the Hondo Coal Mines,
Nos. 35 & 37, Praya Central.
Hongkong, 26th August, 1892. [1855]

KING WO CHEONG.

COAL MERCHANTS, SHIP'S COMPRA-
DORES, STEVEDORES, &c.
Have for Sale a cargo of AKAIKI COAL,
ex S.S. "BENGLOE."

MR. J. W. BOYD, Superintendent at
Kowloon Docks, reports that AKAIKI
COAL GIVES TEN PER CENT. BETTER
RESULTS than any Japanese Coal he has ever
used.
For full particulars as to price, &c.,
Apply to
KING WO CHEONG,
No. 33, Praya Central.
Hongkong, 19th September, 1892. [731]

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a
BITUMINOUS COAL
of dark reddish colour. For steam purposes
it has been pronounced to be the best and the
most economical of all the Japanese Coals. Its
export is increasing yearly, and the opinions
expressed by several of the largest regular
consumers are in testimony of the excellent
qualities of this coal.
Attention is called to the following advantages
to Ship's Owners and Captains, who coal their
bunkers direct from the Underigned:—
FRESHNESS of the coal.
UNIFORMITY of quality.
FREEDOM from impurities.
Supply in any quantity on shortest notice.
Quick dispatch.
BEST of weight, etc., etc.
MITSU BUSSAN KAISHA,
Sole Agents,
Singapore, 6th September, 1892. [890]

THE NORTH AUSTRALIAN BUTCH- ERING COMPANY, SINGAPORE.

THIS Company butchers only AUSTRA-
LIAN CATTLE (200 head arrive monthly
by their Steamer "DAWIN"), and they now
supply Steamers with their sea-stocks, &c. of
AUSTRALIAN FRESH BEEF at the same
prices as Native Beef.
Orders, either for carcasses or smaller
quantities, will receive immediate execution,
and may be sent through Dubashes (&c. Ship's
Companions) or direct to any of the given
addresses.
ASK FOR AUSTRALIAN MEAT AND SEE
THAT YOU GET IT.
Offices—41, Raffles Place, Singapore; Tele-
phone No. 113.
Butchering Establishment—Orchard Road;
Telephone No. 164.
CATTLE CAMP—New Harbour; Telephone No.
25.
Singapore, 1st September, 1892. [900]

PRIVATE BOARD AND RESIDENCE, "CENTRAL BUILDINGS," (141, 14 and 14 1/2, Wyndham Street.)

MRS. GILLANDERS has VACANCIES
for RESIDENT BOARDERS and VISITORS.
Also Accommodation for TABLE BOARDERS.
Hongkong, 4th July, 1892. [642]

Intimations.

KELLY & WALSH, LD.

SOLE AGENTS FOR

HUMBEN BICYCLES.

MACHINES MAY BE SEEN AND PRICES AND CATALOGUES OBTAINED FROM

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

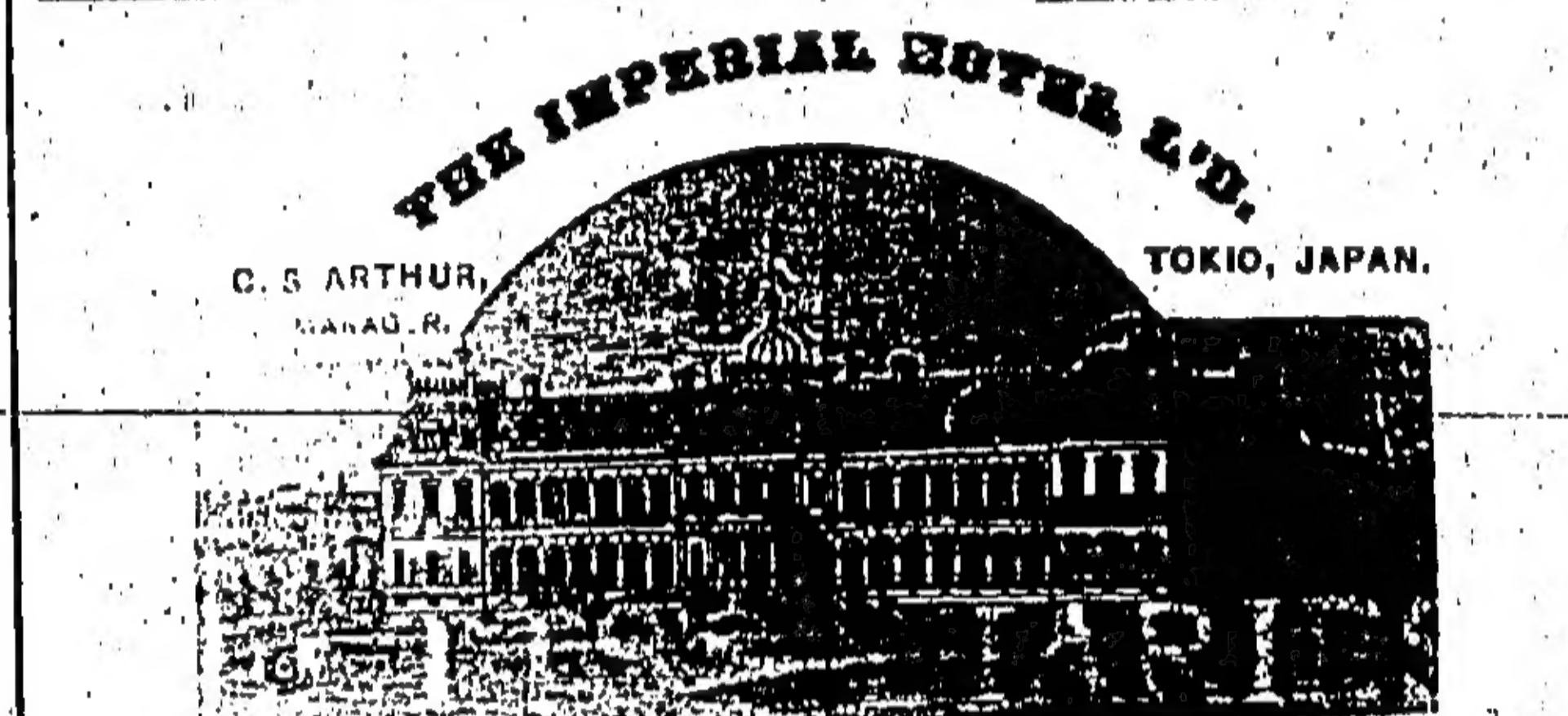
Hongkong, 7th October, 1892. [6]

CARMICHAEL & CO. LD.

FOWLING PIECES, best English make C. F. No. 12 bore in boxes with IMPLEMENTS
complete from \$45.
HAMMERLESS \$30.
FILLED CARTRIDGES and all kinds of Sporting Ammunition on Sale.
WINCHESTER CARBINES.
AMERICAN REVOLVERS.
CARTRIDGES, &c., &c.
FINEST CANADIAN CREAMERY BUTTER, 1 & 2 lb. tins.

CARMICHAEL & CO. LTD.
18, Praya Central, Hongkong.

Hongkong, 29th September, 1892. [42]



THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo
Railway and is in near proximity to the Imperial Palace, the Parliament House, and the
Chief Public Offices.
There are no inside rooms, thus securing well lighted, ventilated and cheerful accommoda-
tions. The Cuisine cannot be surpassed, and the aim of the management is to provide for the
comfort and pleasure of the guests. The attractions of Tokyo are countless, and the religious and
floral festivals being of daily occurrence are to be seen at their best and on a grander scale than
in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their
head-quarters.
RATES, \$3 TO \$4.50 PER DAY.
C. S. ARTHUR,
Manager.

[166]

LANE, CRAWFORD & CO.

HAVE RECEIVED EX "GLENESK,"
LETTSS DIARIES

FOR
1893.

LANE CRAWFORD & CO.

Hongkong, 23rd September, 1892. [169]

HONGKONG TRADING CO.

WE ARE NOW SHOWING OUR FIRST DELIVERY OF
FLANNELS AND BLANKETS,
(BOUGHT AT SUMMER PRICES.)

100 PAIRS BLANKETS, AT \$6.50 PER PAIR.

HONGKONG TRADING COMPANY,
Nos. 1, 3, 5, 6, 7, D'Aguiar Street.

Hongkong, 3rd October, 1892. [927]

W. BREWER.

GOOD AND POPULAR WORKS AT 90 CENTS EACH.
MRS. HUMPHREY WARD—Robert
Elmore, David Greve.
Marion Crawford—Roman Singer, Doctor Clau-
dia, Zoroaster, Mr. Isaac, Witch of Prague,
Paul Paton, Tale of a Lonely Parish, Mar-
tino's Crucifix.
Mitford—Tales of Old Japan.
Wallace—Malay Archipelago.
Dilke—Imperial Defence.
Baldrewood—Colonial Reformer, Robbery under
Arms, Miners' Rights, Nerveless.

Johnston—Company among Cannibals.
Matthew Arnold—Essays in Criticism.
Jno. Morley—Critical Miscellanies.
Parkin—Imperial Federation.
Blanch and Fere—Animal Magnetism.
May's—Marine Painting.
Art Journal—Last volume.
Proctor—Other Worlds than Ours.
Spencer—Data of Ethics.
Darwin—Origin of Species.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 21st September, 1892. [613]

W. POWELL & CO.

JUST RECEIVED.
FIRST DELIVERIES OF

AUTUMN & WINTER
DRESS MATERIALS.

HIGH-CLASS MILLINERY AND DRESSMAKING.

W. POWELL & CO.
Hongkong, 1st October, 1892. [61]

Intimations.

HONGKONG RIFLE ASSOCIATION.

M. R. SASSOON'S CUP will be Shot for
TO-MORROW, the 8th inst. Ranges
—200 and 300 yards. Time, 3 P.M.
ED. ROBINSON,
Hon. Secretary.

Hongkong, 3rd October, 1892. [140]

NOTICE.

I BEG to inform the Residents of HONGKONG,
KOWLOON and OUTPORTS that this Office
will ENGAGE SERVANTS for them without
charge.
Any Servants engaged through this Office will
have Security, etc.
For further particulars, apply to
J. T. COTTON,
Commission Agent,
2, Duddell Street.

Hongkong, 6th October, 1892. [197]

NOTICE.

THE POLO CLUB propose holding a SKY
RACE MEETING in November, if pro-
mises of sufficient entries are obtained.
Owners wishing to RACE are requested to
communicate with the Secretary, Polo Club,
Hongkong Club, not later than MONDAY, the
10th instant, at Noon.

Hongkong, 6th October, 1892. [198]

SAIGON.

THE WORKS OF THE MESSAGERIES
FLUVIALES DE COCHIN-CHINE.

STEAMSHIPS AND ENGINES OF ALL
KINDS BUILT AND REPAIRED.

IRON AND BRASS FOUNDRY-WORK DONE.
PORTIONS OF ENGINES OR MACHINERY
DUPLICATED.

Turning and Fitting—Valves, Cocks, &c.
RIGGING AND TACKLE
Buildings and Workshops
—ERECTED, REPAIRED, AND
MAINTAINED.

EVERY description of Mechanical Work
Undertaken. Execution prompt and
accurate, at most moderate prices. All kinds of
Materials, Implements, and Stores supplied.
CARDIFF COAL always in Stock.

MESSAGERIES FLUVIALES OF COCHIN-
CHINE. SAIGON.

EXCURSIONS TO THE RUINS OF
ANGKOR-WAT.

In order to facilitate Excursions to the Monu-
ments of ANGKOR-WAT, the Messageries
Fluviales Company will issue, until the middle
of December next, special return tickets between
SAIGON and ANGKOR at the reduced price
of \$50.

The Company will provide Boats and Carriages
as far as Angkor; also board during the stay
there, without extra charge.

The Steamers leave Saigon every Tuesday
evening, arriving at Pnom-Penh on Thursday.
They will leave Pnom-Penh on the Friday
morning, reaching Tiem-Resap, Angkor entrance,
on Saturday.

Excursionists will have three days to visit the
Monuments; they have to be back to the
Steamer on Monday, at 2 P.M.

The Steamer arrives at Pnom-Penh on Wed-
nesday, remaining there until Friday morning,
which allows travellers to visit the capital of
Cambodia, and to be back in Saigon on Satur-
day, that is to say, Eleven days after their
departure.

5th October, 1892. [194]

PIANOS, ORGANS, MUSICAL INSTRUMENTS

OF ALL KINDS
BY THE BEST ENGLISH AND
FOREIGN MAKERS.

FOR SALE, HIRE, OR ON THE EASY
PAYMENT SYSTEM.

Illustrated Catalogues free.

MOUTRIE, ROBINSON & CO.

(UNDER HONGKONG HOTEL)
HONGKONG.

ALL our PIANOS are made specially for us
with Iron Frames, Check Action, Full Trichord.

Solid Cases, and are beautiful in Tone and
Touch.

REPAIRS A SPECIALTY.

LEVY HERMANOS.

IMPORTERS OF JEWELLERY AND DIA-
MONDS in great variety; by every Mail,
fresh consignments of latest Novelties from
Europe.

CHRONOMETERS, CLOCKS, and
WATCHES of all kinds. Handsome TIME-
PIECES, and all kinds of Opticians' Goods.

LEVY HERMANOS,
10, Queen's Road Central,
Opposite the Telegraph Companies' Office.
Hongkong, 16th September, 1892. [194]

G. FALCONER & CO.

WATCH and CHRONOMETER MANU-
FACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS.
CHARTS and BOOKS.

No. 11, Queen's Road Central. [632]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches;
awarded the highest Prizes at every Exhibition;
and for Volkmann and Sohn's
CELEBRATED OPERA GLASSES.
MARINE GLASSES and SPYGLASSES.
No. 8, Queen's Road Central. [632]

Shipping.

STEAMERS.

"UNION" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"CAMELOT,"
Captain Thomas, will be despatched for the
above Port, on MONDAY, the 10th instant,
instead of as previously advertised.
For Freight or Passage, apply to
SHEWAN & Co.,
Agents.

Hongkong, 5th October, 1892. [1939]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.
THE Company's Steamer

"TAICHOW,"
Captain R. Unsworth, will be despatched for the
above Port, on TUESDAY, the 11th instant,
at 10 A.M.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, 6th October, 1892. [1909]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KODE & YOKOHAMA.
THE Steamship

"TARTAR,"
Captain Bailey, will be despatched as above on
or about WEDNESDAY, the 10th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 4th October, 1892. [1990]

"SHIRE" LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON,
HAMBURG AND ANTWERP.
THE Steamship

"DENBIGHSHIRE,"
Captain Vyvyan, will be despatched as above on
or about WEDNESDAY, the 26th October.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 25th September, 1892. [1918]

SAILING VESSELS.

FOR NEW YORK.
THE 100 A. I. Italian Barque

"ORIENTE,"
Maresca, Master, will load for the above Port,
and will have quick dispatch.
For Freight, apply to
SHEWAN & Co.

Hongkong, 24th September, 1892. [1934]

FOR NEW YORK

THE 3/4 L. I. British Ship
"J. Y. ROBBINS,"
Crosby, Master, will load here for the above
Port, and will have quick dispatch.
For Freight, apply to
SHEWAN & Co.

Hongkong, 3rd October, 1892. [1981]

To be Let.

TO LET.
WITH IMMEDIATE POSSESSION.

THE Large Handsome SHOP, No. 24,
Queen's Road Central, lately occupied by
Dakin Bros. of China, Limited.

Two Large AIRY ROOMS on the Top Floor
of above.
Apply to
DAKIN, CRUICKSHANK & Co., Ltd.,
Victoria Dispensary.

Hongkong, 2nd August, 1892. [781]

TO LET.

HOUSES in KNOTSFORD TERRACE, Kow-
loon.
Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.

Hongkong, 30th September, 1892. [1975]

TO LET.

NEW HOUSES in RIFON TERRACE—Bon-
ham Road, New Breeze Point.
A LARGE Six-roomed House at Magazine
Gap. Rent inclusive of taxes \$35 per month.

No. 4, BLUE BUILDINGS.
FLOORS in Blue Building.
OFFICES—Second Floor, Praya Central
(lately occupied by Messrs. Dunn, Melbye & Co.)
GODOWN, (under Messrs. Douglas Lepratt
& Co.'s Office).
GODOWN, No. 12, Blue Buildings.
SEMI-DETACHED HOUSES at Magazine
Gap. Very cheap Rental.

No. 2, STAUNTON STREET (corner of the
Old Bailey).
No. 10, OLD BAILEY.
FIRST FLOOR, No. 22, Elgin Street.

Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.

Hongkong, 30th September, 1892. [1976]

TO LET.

HOUSES at the Peak and at "BELLIOSS
TERRACE."
ROOM in "BRACONFIELD ARCADE," Queen's

by weather finding quickly, a bark's upper sails on our port beam; *La Balyana* has proved herself a splendid sea boat. At 10 a.m. glorious weather in every respect, streaming through extraordinary overfalls and smooth seas; moon, weather and sea all that could be desired, 160 miles from Hongkong and 55 miles from Pratas Island. Made eight bells, and put her head off the land. About 30 mins. p.m., I noticed the revolutions decreasing in number, but thought perhaps the engine-room skylight, went to inquire into it and found the Spanish engineer quarrelling with the Chinese ditto; they both told me there was no water in the boiler. The Manila man vowed the ship would blow up directly, and said we had best get into the boats as quickly as possible. I knew by the constantly decreasing number of revolutions that we had passed the blowing-up point in happy ignorance, and reckoned we ought to have gone about 11.15. I asked the native why he did not draw the fire, and open the safety valve, and the consequence with the cylinder was that the boiler exploded, and the engine stopped, so I knew I would not get my Golden Harp that journey—the funnel burst its stays and went heavenward one inch, then dense smoke and little flames came up the skylight over the boiler, caused by the heat of the boiler, which must have been pretty warm by now, falling the felt between the boiler and its outer casing; the boys again wanted to leave the steamer, saying there was no fire, but knowing there was no fire, I said I would not let them go. I told them I would kill any man who went near the boiler; and then we poured two or three buckets of water on the casing carefully, which extinguished the fire. The Chinaman soon recovered from their panic, and I got them to draw the fire, certainly a quarter of an hour after the engine had stopped. Soon after the manhole was opened, and absolutely no water found in the boiler. I looked into the boiler, and the Manila man (who had been sent over from Manila by the owner to look after his interests), who then asked me to have the boiler filled through the manhole. I advised him to let the boiler cool a bit, but he said "no, can do," so we filled it and tilted the plates, but the water ran out through the tube faster so fast that it was impossible to get steam, and fire was again drawn. Mr. Owner's Man now requested me to put back for Hongkong; I asked him what was wrong with the boiler, and he replied he did not know, but said "I am going on towards Manila, and you will find out what is wrong with the boiler and repair it if you can; if you come to me and tell me you cannot, I will consider about putting back."

The wind being N.E., we set sails and proceeded on our S.E. course, going one knot; her sails, like those of all steamers, were very small, but she had 8 square sails each 15 feet by 4 feet, and we sailed 50 miles together for a square, put one on the S.E. and the last sail on the foot of the mainmast, and one on the foot of the boat's sail, lashed the boat's mast to the stern and set the sail on it, and put the jib on the mainmast. We now went two knots an hour; the Manila engineer had collapsed entirely, sea sick, and at midnight the Chinaman (whom I have proved to be a very good man on former occasions) told me it was impossible to repair the damage as they had not the necessary tools on board; he had about 12 miles S.E. of Hongkong and 470 miles N.W. of Manila, and wind very light and not to be trusted at this season, I wrote N.P. to N.W. by N. at 10 a.m. on the 22nd, wind N.E., increasing with big swell, going four knots; noon 29.9 and 8.4 p.m. wind N.N.E. Easterly, and big swell, having got propped disconnected she went 6 knots; in lat. 20.03 N. and long. 115.25 E., 170 miles from Cap Rock, breeze increased to a fresh gale with big regular sea, and lashed on the 23rd, when General Ladriere Island was in sight, bearing N. by W., distant 30 miles; we were then 60 miles from Hongkong. The wind now fell light, and the current drifted us to the entrance of Namo harbor where we had to anchor at 7.15 p.m. on the 24th, to prevent drifting on to the rocky S.E. point of Kachau Island, which I did not intend to go beyond.

We towed the steamer into Namo Harbor next morning, and I bargained with the head man of Namo to let me have the fishing boats to be used by two of my men, whom I sent to Hongkong with letters to wait at Macao until they returned there, and then bring them back to Namo, for \$3; as security for payment of these services the Old Rooster insisted on having my watch and chain, which I let him have conditionally that he allowed me to wind the watch daily, which he did. My men returned in the steam launch *Kwong Ping* on the 1st October, bringing the watch and chain, and I returned the watch and chain, and let Namo at 11 a.m. in tow of the *Kwong Ping* we anchored at Talam at 3.30 p.m., proceeded at 5.30 a.m. on the 2nd, and anchored at Wanchalatz at 10 a.m. on Monday the 3rd October, having had lovely weather since midnight of the 20th September. Sometimes there was too much wind and sea, and sometimes not enough wind, but we only shipped heavy water once, when a disorderly sea came yawling along and rolled right over us, doing no harm, as the little vessel below the engine-room skylight being closed on the weather side, and there being no fire, none could be doused. Now let us be joyful!

N.B.—The *Balyana* sails for Manila in a day or two, so if you or any of your friends have a sluggish liver, come along; your livers will be lively enough before you get far in the above named packet.

J. SPEECHLY,
Captain.

Hongkong, October 5th, 1892.

THE GREEN ISLAND CEMENT WORKS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—Being aware that you are, like myself, an unfortunate shareholder in the Green Island Cement Co., Ltd., I should be greatly obliged if you could enlighten me on a few points in connection with the working of the works at Macao, which I believe are well managed, but of the Office here in Hongkong. Messrs. Arnold, Karberg & Co. were appointed and are General Managers of the Company, for which services they receive five per cent. on all sales, and I think on all purchases likewise. What do they give or do in return for this handsome commission? All that I can see they have done is appointing a Secretary who, it appears to me, expects to get large orders for cement in the Club Germania on the steps of the Hongkong Club. Is this Secretary looking after the interests of shareholders when looking about between these two Clubs? I think not, and I have lately heard some very strong opinions expressed by other shareholders to the same effect. He seems sorely in want of a little more exercise, and if he went round the town endeavouring to obtain orders from Chinese contractors and others using cement in place of waiting for orders to come to him, he would be blessed with less of it. As the last general meeting was held at the new Machinery was erected and the output largely increased, ready sale would be found for all the cement that could be made. But is it not the case that the Company's stock of cement is constantly increasing? It is rumored that before long the factory will either have to cease production entirely or to curtail its output considerably. Is this not the case?

wanted General Managers and their Secretary? The prevailing opinion amongst shareholders is that a very grave mistake was made in the appointment of Messrs. Arnold, Karberg & Co. as General Managers, and that the sooner the mistake is rectified the better for the future of the Company. Why not discontinue with overpaid General Managers, who cannot assist the Company in any way, but on the contrary swallow up whatever little profit may be made, and appoint a capable and active Secretary to manage all the generally and work up a business connection?

Further comment is unnecessary, but perhaps you may be able to inform us whether it would not be possible and advisable to carry out such a scheme as I have suggested!

Yours faithfully,
DELUDED SHAREHOLDER.
Hongkong, October 6th, 1892.

[We ceased to be a shareholder in the Green Island Cement Co. years ago and have no personal interest whatever in its success or otherwise. But we nevertheless know all about the concern, from its inception up to the present time, and the record, like those of a few other local limited liability businesses that could be named, is a decidedly shady one. However, if the shareholders of the Company, as stated by our correspondent, are dissatisfied with the present general management, the remedy is in their own hands. We are not aware of any great difficulty to prevent Messrs. Arnold, Karberg & Co. from being superseded in the management, but the advisability of such a step is a matter entirely for the consideration and decision of the shareholders. Our correspondent, who is an old and influential resident of Hongkong, when animadverting on Messrs. Arnold, Karberg & Co.'s alleged uselessness, in connection with the Green Island Cement Co., would appear to have forgotten that in this peculiarly constituted colony public companies are usually run for the benefit of the general managers and not in the interests of the shareholders.—Ed., *Hongkong Telegraph*.]

TRANSIT PASSES IN THE LIANG-KUANG.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—I was pleased to see from your leading article to last night's issue on the Transit Pass question, that you have called attention to the apathy and indifference on the part of the Acting Consul-General at Canton in the interests of British merchants on this subject when dealing with the Chinese officials. As you have brought the name of my firm forward as being one of the sufferers by the seizure and confiscation of certain goods by the Leki authorities while under transit passes to the interior, I consider it my duty not only to confirm what you have forcibly expressed, but further to expose the treatment which I have received at the hands of Mr. W. On the 10th February last my firm wrote to the Acting Consul-General, informing him that 300 cases of kerosene oil had been seized while in transit, at Wu-chau-fu in Kwangsi, and the man in charge imprisoned; but after a deal of correspondence he refused to represent our case to the Viceroy with the object of getting the goods released and our servant set at liberty. Mr. Watters' contention being that the goods belonged to Chinese and he could not interfere.

After having a personal visit to Wu-chau-fu, I returned with documentary proofs that the Canton Leki Office had sent a steam-launch from Canton to follow up the cargo boat containing the oil, with a despatch to the Wu-chau-fu magistrate to seize the cargo and arrest the supercargo in charge, showing clearly that these goods were intended to be seized before they left Canton. I gave a copy of this despatch to Mr. Watters, but he refused to take up my case, saying my original grounds, although he could not dispute the fact that I had bought the cargo in Hongkong, imported it into Canton and there sold it, accompanied by a transit pass to take it to Wu-chau-fu, I made no secret that I had been paid the purchase money before the kerosene left Canton, but as the buyer was promised free transit into Kwangsi, the interest of my firm did not cease until the goods had arrived at their destination free of duty, and as they had been seized before they left Canton, I was not paid.

I informed him that I looked to him to protect that interest. Still he refused to assist us. About the 30th April the supercargo who had been imprisoned was released and returned to Canton, after having had to pay over \$500 to secure good treatment; and in order to still further press our claim I took him to the consular-general, when he was questioned by Mr. Watters, who after the interview informed me that the case had been referred to the Viceroy. Since then, however, nothing has been done, and I understand the oil has been confiscated and sold.

About the same time as the seizure of this cargo at Wu-chau-fu a notice was posted outside the door of the Leki Office in Canton, offering a reward of \$20 each for the arrest of my Comrade and his son; this sum was afterwards increased to \$100 each, and now the amounts offered are \$150 for the former and \$100 for the latter. These facts have from time to time been represented to Mr. Watters and his protection asked, but without any satisfactory result.

On the 27th June my firm notified Mr. Watters that 414 bales of India cotton yarn, three bales of T-cloth, and a case of white shirtings, under our Transit Passes, were seized and two men imprisoned at Kachau; they had been consigned to us by a Hongkong firm who asked us to obtain transit passes to Linchao; indeed our names were embodied in the bills of lading by the river steamers which brought them from Hongkong. I personally pointed out to Mr. Watters this fact, to show him that we alone had control of these goods, and also offered documentary evidence that we had paid freight, duty and transit duty, and that the Transit Pass was in our name. His answer to my request for protection of the goods I represent was "I decline to take up your case and refuse to help you in any way." The consignees have since had to pay \$12,800 to have the goods handed over and the men released.

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